



Department of Energy

ROCKY FLATS PROJECT OFFICE
12101 AIRPORT WAY, UNIT A
BROOMFIELD, COLORADO 80021-2583

OCT 18 2005

05-DOE-00612

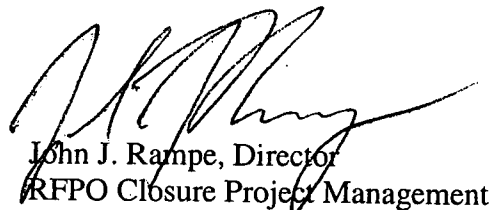
Mr. Carl Spreng
Rocky Flats Cleanup Agreement Project Coordinator
Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South
Denver, Colorado 80222-1530

Dear Mr. Spreng:

Please find enclosed the responses to additional comments submitted by Mr. David Kruchek, Colorado Department of Public Health and Environment, for the 881 Closure Project, Final Decommissioning Closeout Report, DWF-105-05. Also included is a copy of a revised drawing.

Questions may be directed to Rich Schassburger, Rocky Flats Project Office, at (303) 966-4888.

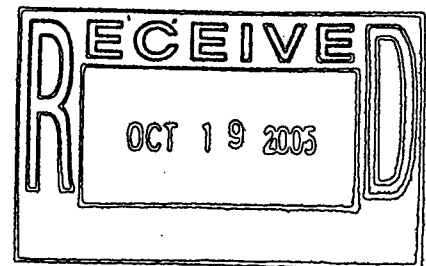
Sincerely,


John J. Rampe, Director
RFPO Closure Project Management

Enclosure

cc w/o Encl.:
S. Nesta, K-H, RISS Env
J. Heber, K-H RISS D&D
K. Wiemelt, K-H RISS D&D

cc w/Encl.:
D. Kruchek, CDPHE
M. Aguilar, USEPA
D. Abelson, RFCLOG
K. Korkia, RFCAB
Administrative Record



ADMIN RECORD

B881-A-000071

- 1) The figure provided in response to initial comment #3 does not adequately identify the remaining structures. It is stated in response to comment 2 that B830 slab remains, yet this is shown on the figure to have been removed. B887 walls remain, but this is not identified on the figure. All of the below grade infrastructure, including the stack foundation and air chase/tunnel below 4 feet remain for S1 and S3, but are not shown on this figure. Also, the very large air chase/tunnel associated with S1 was not filled and remains a void, blocked by a cinder block wall. It is also my recollection that there were other void areas associated with former air chases/tunnels that were not filled, and remain (next to but west of S1). All of this needs to be properly discussed and shown.

RESPONSE:

The Building 830 slab was removed. The text is changed to state that the slab was removed by hammering it in order to meet the method specification for backfill of the area.

The drawing has been modified to note the remaining foundation walls at B887.

Engineering drawings of the first, second and basement floor plans are provided indicating how void areas were left during demolition of B881. An engineering analysis was conducted on five areas to determine whether they could be left with no fill. These five areas are described below as they currently are (post demolition), and identified on the attached drawings.

- The boiler tunnel and stack foundation located in the basement was completely backfilled prior to demolition.
- The first floor exhaust stack (S1) tunnel and foundation were left in place. The entrance to the tunnel was blocked with cinder block inside the building, and the stack was demolished to greater than three feet below grade and the remaining infrastructure was backfilled.
- The second floor exhaust stack tunnel (S2) and foundation were left in place. The entrance to the tunnels was blocked with cinder block inside the building, and the stack was demolished to greater than three feet below grade and the remaining infrastructure was backfilled.
- Second floor vaults were left in place. The entrance to the vaults was blocked with cinder block inside the building.
- The tunnel from B881 to B883 was blocked at both ends with cinder block and left in place.

Stack S3 was demolished and removed to three feet below grade and the remaining infrastructure was backfilled.

- 2) The figure provided shows that the NPWL between B881 and VV1 has been removed, yet the ER NPWL Closeout Report shows that this segment remains. Please correct and discuss.

RESPONSE:

The line between VV1 and 881 is removed. The ER NPWL Closeout Report will be updated and resent.

SUMMARY OF ADDITIONAL B881 CLOSEOUT REPORT RESPONSE TO COMMENTS TO CDPHE

- 3) The Figure provided shows that all of the OPWL was removed. However, there remains a section of OPWL that was not removed in the outer wall of B881 room 11. This segment was grout filled. Please include in the discussion. And show on the figure.

RESPONSE:

As identified, there is one segment of NPWL (versus OPWL) that was left during demolition in the south side of B881 running to B887. The line was fully grouted and only traverses the width of the wall from inside the facility to the outside. The updated drawing identifies this point.

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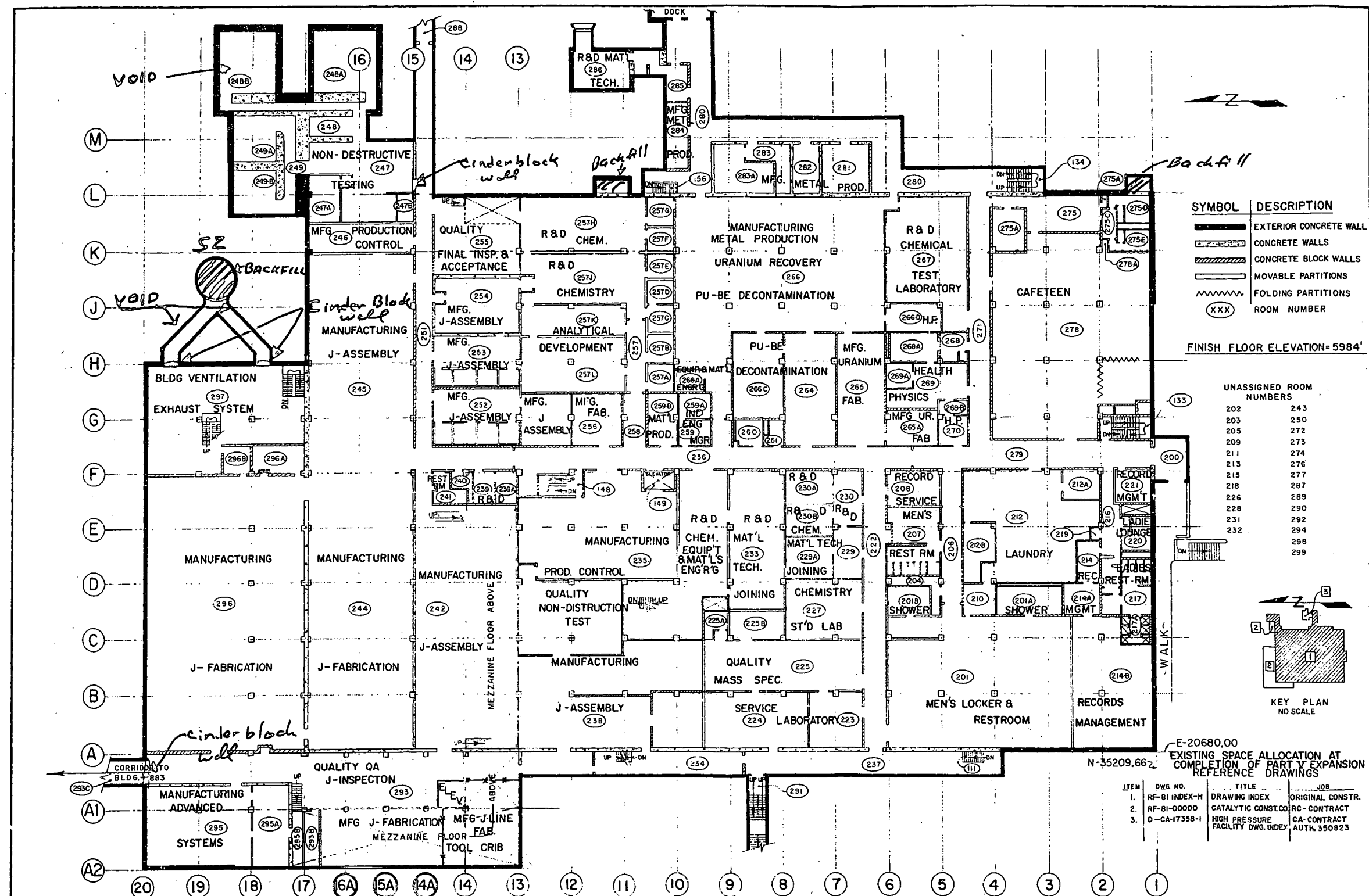
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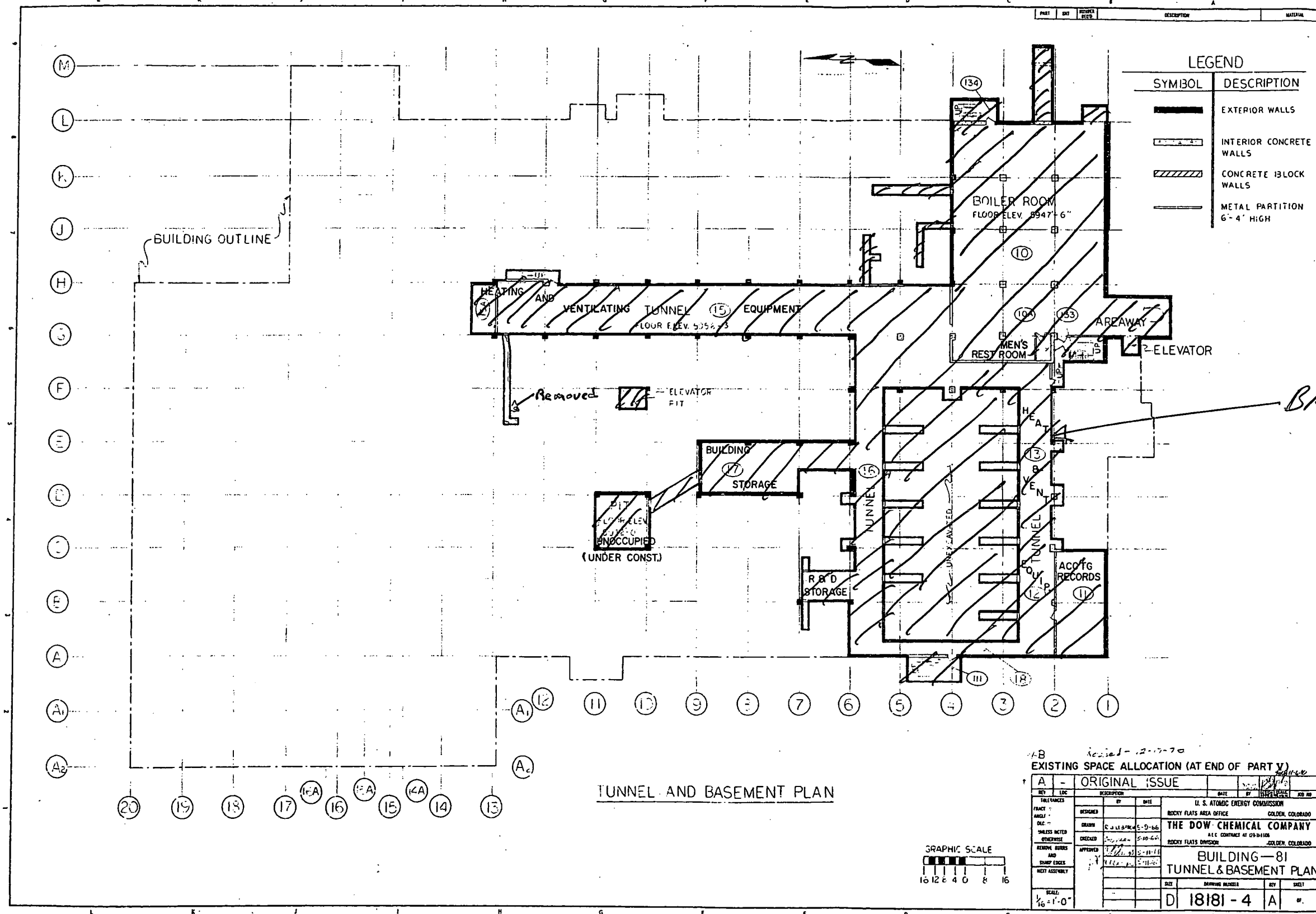
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BACKFILLED